

PROJECT SCHEDULE

**Project Approval/
Environmental Document**
Fall 2008 – Fall 2011

Final Design
Summer 2010 – Summer 2012

**Draft Environmental Document
Circulation/Public Hearing**
Spring 2010

Construction
Summer 2012 –
Spring 2014

Next Steps

The alternatives that have successfully met the screening criteria were presented to the TAM Board for approval to carry forward into the environmental review. The public will have additional opportunities to provide input on the alternatives at upcoming scoping meetings.

Look for announcements
in the mail and on our
Web site regarding the next
community workshop!

HOW TO STAY INVOLVED

Please check the Web site at www.tam.ca.gov for the most current project information. If you have any additional questions about the project, please contact Bill Whitney at **(415) 226-0823** or e-mail at **BWhitney@tam.ca.gov**.



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Highway 101

Greenbrae/Twin Cities Corridor Improvement Project

Fall 2008

PROJECT DESCRIPTION

Preliminary Improvement Options for the Highway 101 Greenbrae/Twin Cities Corridor Improvement Project

The Transportation Authority of Marin (TAM) has completed the next critical step on the Highway 101 Greenbrae/Twin Cities Corridor Improvement Project. TAM, in cooperation with Marin County, Caltrans, the City of Larkspur and the Town of Corte Madera, has developed a suite of multi-modal improvement options to address congestion and improve safety in the corridor and adjacent streets.

The Highway 101 Greenbrae/Twin Cities Corridor is considered to be one of the most congested sections of highway in the Bay Area. When the highway becomes congested, the local street network is quickly overloaded, which significantly impacts the mobility of the surrounding communities. Since Highway 101 was constructed in 1960, we have learned a great deal about how to design freeways and interchanges for greater safety and more efficient traffic flow.

Major Project Milestone Completed

Over the past year, TAM has worked with its partners to identify and develop transportation improvements as part of the toll-financed congestion relief program approved by Bay Area voters in 2004. Using feedback received during the "context sensitive design" outreach program, more than 20 initial options were presented and discussed with the community through a series of public workshops. These options were then analyzed and refined and presented to the public in March 2008. Since the last workshop, these options were further refined and screened. This screening process, as summarized on the following page, was then utilized to select the best options for detailed study in the environmental study phase of the project.



Why Improvements Are Needed

TAM has been actively working with project partners to develop potential operational and safety improvements in the corridor to:

- Improve safety for motorists, bicyclists and pedestrians
- Reduce traffic congestion and accommodate future traffic demand
- Balance traffic on local roads and regional facilities
- Maintain freeway access to and from local streets
- Enhance transit, bicyclist and pedestrian use throughout the corridor

Related Projects

A series of related multi-modal transportation projects are currently in various stages of development in and around the Highway 101 Greenbrae/Twin Cities Corridor. These include design engineering on the Central Marin Ferry Connection Pathway intended to provide non-motorized access to adjacent transit facilities, and the Cal Park Hill Tunnel Multi-Use Pathway. These two improvement projects promote alternative modes of travel as part of a long-term solution to local congestion problems.

All these projects are primarily funded by the voter-approved Regional Measure 2 Program, a \$1.00 increase on state-owned toll bridges.



Improvement Option Screening Process

A screening process has been conducted to identify a reduced range of alternatives prior to advancing to the environmental review phase of the project. The screening process evaluated the pros and cons of each alternative based on additional technical studies and the key criteria listed below:

Traffic

Reduce regional corridor congestion and improve safety without impacting local street circulation and access

Cost

Evaluate overall project feasibility given preliminary cost estimates and available funding

Environmental

Avoid unnecessary visual and biological impacts, particularly to the wetlands

Stakeholder Input

Incorporate community and agency input to address key issues for a context sensitive design

In addition to removing some alternatives from consideration based on the screening criteria noted above, a phased approach is being developed. The alternatives shown were successfully screened using technical analysis and input from the community. The alternatives are presented in four phases.

Next Steps

In October, the TAM Board adopted the conclusions of the context sensitive design effort that identified Southbound Option “C” (Lucky/Fifer Braided Ramp) and Northbound Option “E” (Wornum Braided Ramp) as the preferred improvement options to be carried forward into environmental review. The public will have the opportunity to provide additional input on the alternatives at upcoming scoping meetings planned for January/February 2009.

Northbound Option E (Wornum Braided Ramp)

DESCRIPTION

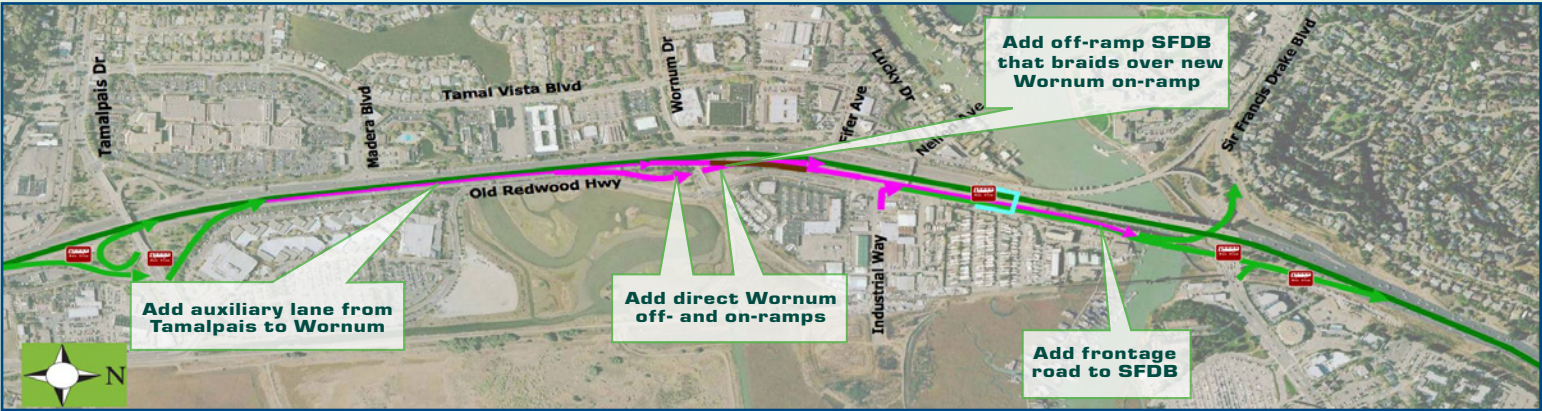
- Add auxiliary lane from Tamalpais to Wornum
- Add direct Wornum off- and on-ramps
- Add grade separated (braided) off-ramp to Sir Francis Drake Boulevard (SFDB) over new Wornum on-ramp

BENEFITS

- Eliminates highway weave
- Improves local road circulation
- Creates direct Wornum on-ramp
- Maintains connection from Industrial to SFDB
- Improves access to and use of transit, bicycle and pedestrian facilities

LEGEND:

-  Existing Roadway
-  Phased Improvement
-  Improvement from Earlier Phase
-  Bus Stops
-  Pedestrian Overcrossing



Southbound Option C (Lucky/Fifer Braided Ramp)

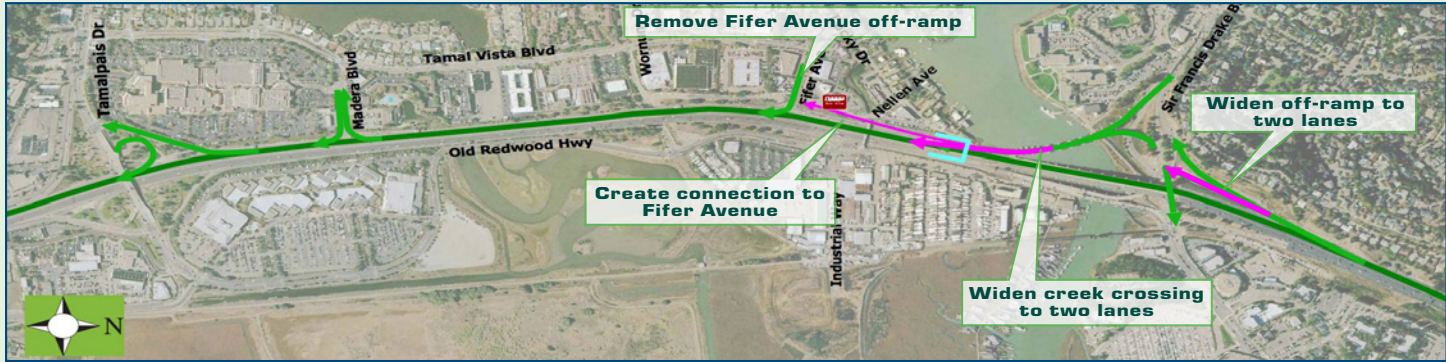
Phase 1: Interim Improvements

DESCRIPTION

- Close Fifer Ave./Lucky Dr. off-ramp (keep on-ramp)
- Add capacity to SFDB off-ramp and widen to two lanes to accommodate Fifer Ave./Lucky Dr. bound traffic
- Widen creek crossing (south end) and create connection to Fifer Ave./Lucky Dr.
- Relocate highway pedestrian overcrossing

BENEFITS

- Removes highway weave between SFDB on-ramp and Fifer Ave./Lucky Dr. off-ramp
- Allows for future improvements as funding becomes available
- Maintains local access to/from Highway
- Improves access to and use of transit, bicycle and pedestrian facilities



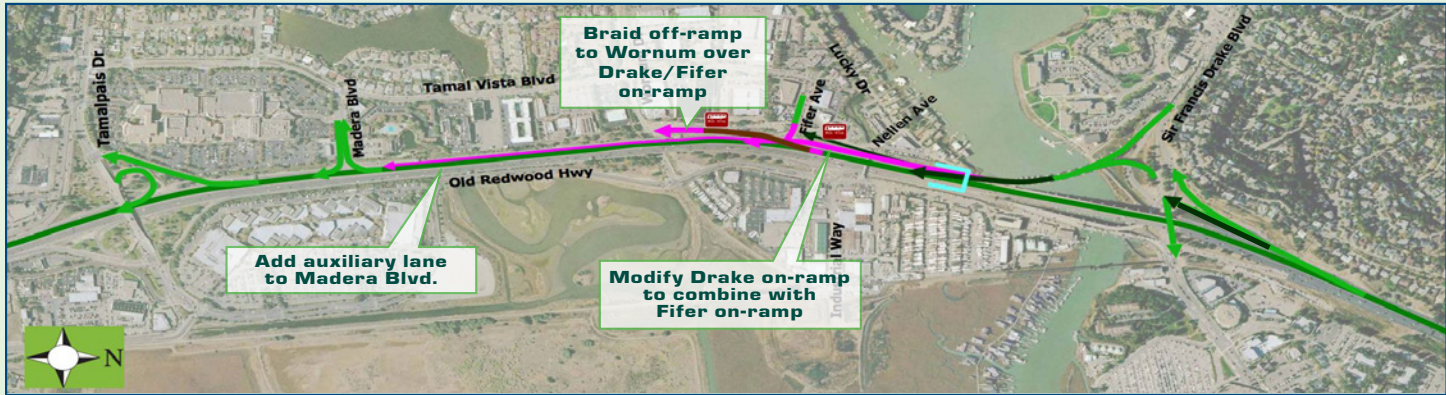
Phase 2: Braided Ramps

DESCRIPTION

- Modify SFDB on-ramp to combine with Fifer Ave./Lucky Dr.
- Add grade separated (braided) off-ramp to Wornum Dr. over SFDB/Fifer Ave./Lucky Dr
- Add auxiliary lane to Madera Blvd.

BENEFITS

- Addresses future traffic demand
- Maintains Madera Blvd. ramps
- Improves access to and use of transit, bicycle and pedestrian facilities



Phase 3: Ultimate Solution

DESCRIPTION

- Reconstruct Tamalpais Interchange
- Add frontage roads to and from Madera Blvd.
- Add on-ramp at Wornum Dr.
- Close Madera Blvd. ramps
- Extend auxiliary lane to Tamalpais Dr.

BENEFITS

- Provides best traffic results for highway and local roads
- Addresses future traffic demand
- Removes short weaving sections
- Improves the Tamalpais Interchange
- Improves access to and use of transit, bicycle and pedestrian facilities

